# STATE ROUTE 89

# Transportation Concept Report

## District 3

Caltrans

## August 2001

# STATE ROUTE 89

# TRANSPORTATION CONCEPT REPORT

**BY**
**CALTRANS**
**DISTRICT 3**

AUGUST 2001

APPROVAL RECOMMENDED:

KOME AJISE
Acting Chief, North Region Environmental &
District 3 Planning

9/25/01
DATE

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District Director

9/27/01
DATE

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# TRANSPORTATION CONCEPT REPORT

## Introduction

### Background:

The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates highway and multi-modal conditions of a given State transportation corridor and establishes a twenty-year planning concept for the corridor. In addition to the twenty-year concept, the TCR also looks at the ultimate transportation concept that examines the corridor's needs beyond the twenty-year planning period. Forecasting beyond a twenty year period is difficult for several reasons, such as unknown changes in future land use zoning (beyond the twenty-year general plan build-out) and unknown funding constraints. Therefore, any concept identified, as "Ultimate" must be considered somewhat speculative and should be used cautiously.

As part of route concept development, the TCR documents the planning strategies of the long-range plans identified by the Regional Transportation Planning Agencies and Metropolitan Transportation Organizations within a given State highway route corridor. As State highway routes often pass through several regional planning agencies' jurisdictions, the TCR, where appropriate, assimilates the regional strategies along with Caltrans strategies and consolidates these strategies into one corridor-specific document.

### Format:

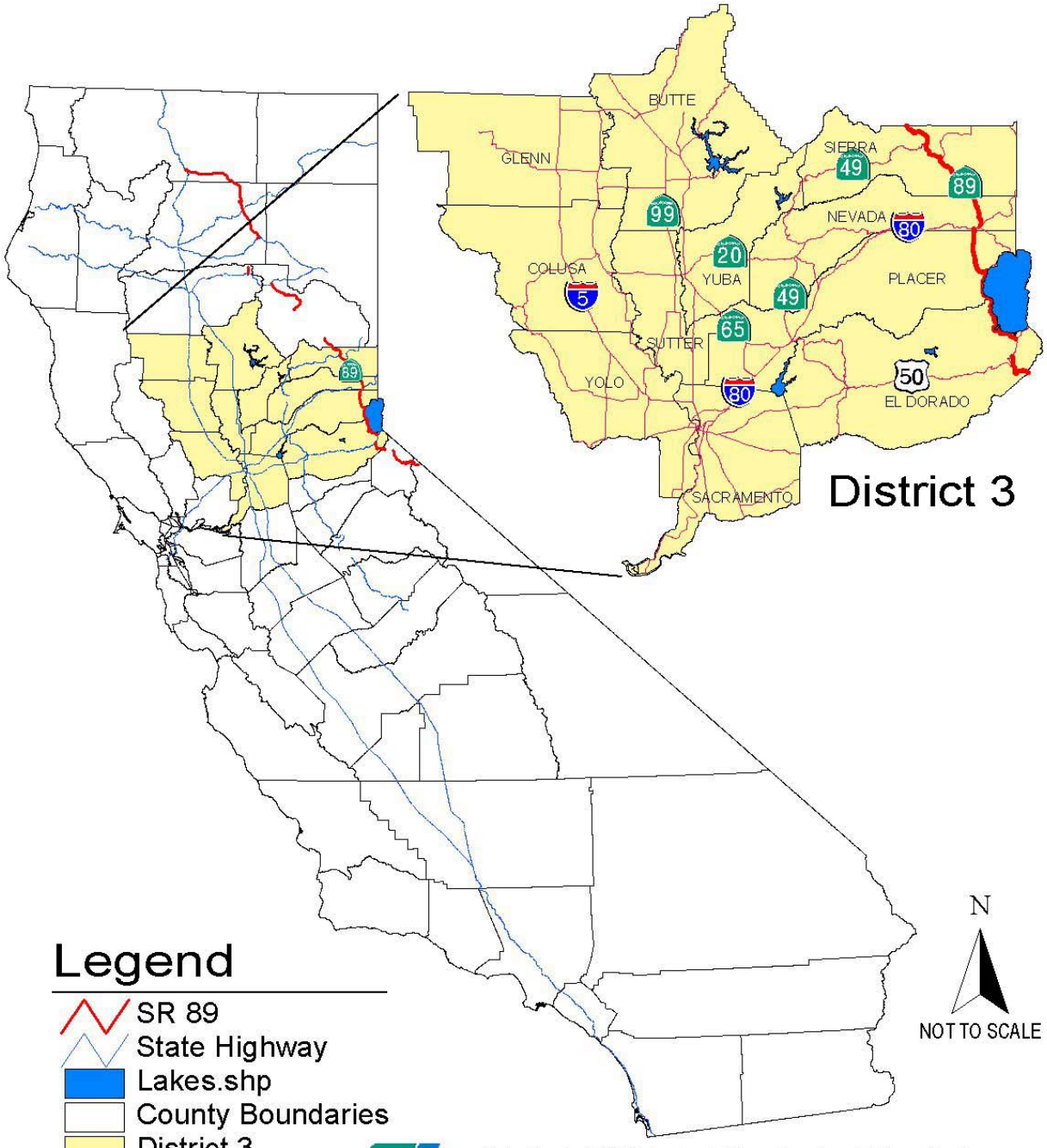
The format for the TCR has changed from its previous fully narrative report to a more concise database oriented format. This new format was designed to streamline information to better provide a usable, up-to-date platform allowing for easy computerized access of Caltrans District 3 System Planning information. When completed, the Fact Sheet database will be made available to our transportation planning partners and the public via the Internet.

Included in this format is the California Natural Diversities Database (CNDDB) information, which identifies the status of habitats and species found within 300 meters of centerline of the existing highway facility. This CNDDB information does not represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report or Study.

Prepared by:
Kathleen Grady
Associate Transportation Planner

Tom Neumann, Chief
Office of Advance and System Planning

# SR 89 - Location Map




State Route (SR) 89 begins in Mono County, slightly north of the town of Topaz, and continues predominantly northward until reaching Interstate 5, near Mt. Shasta in Siskiyou County.

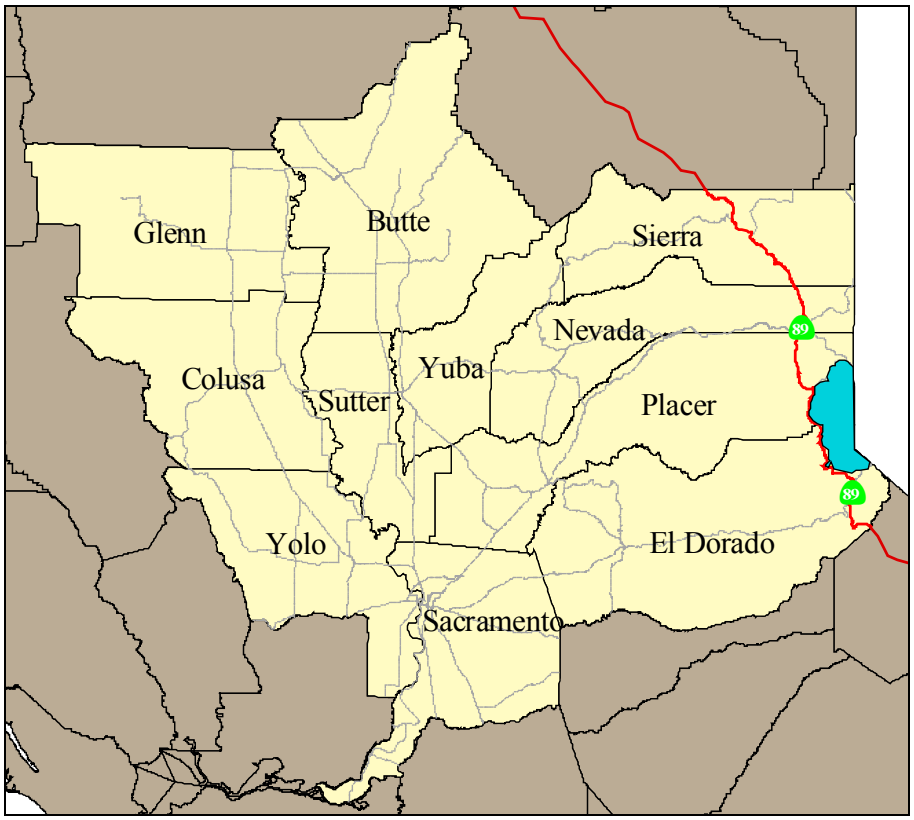
## ROUTE CONCEPT REPORT SUMMARY

### State Route 89

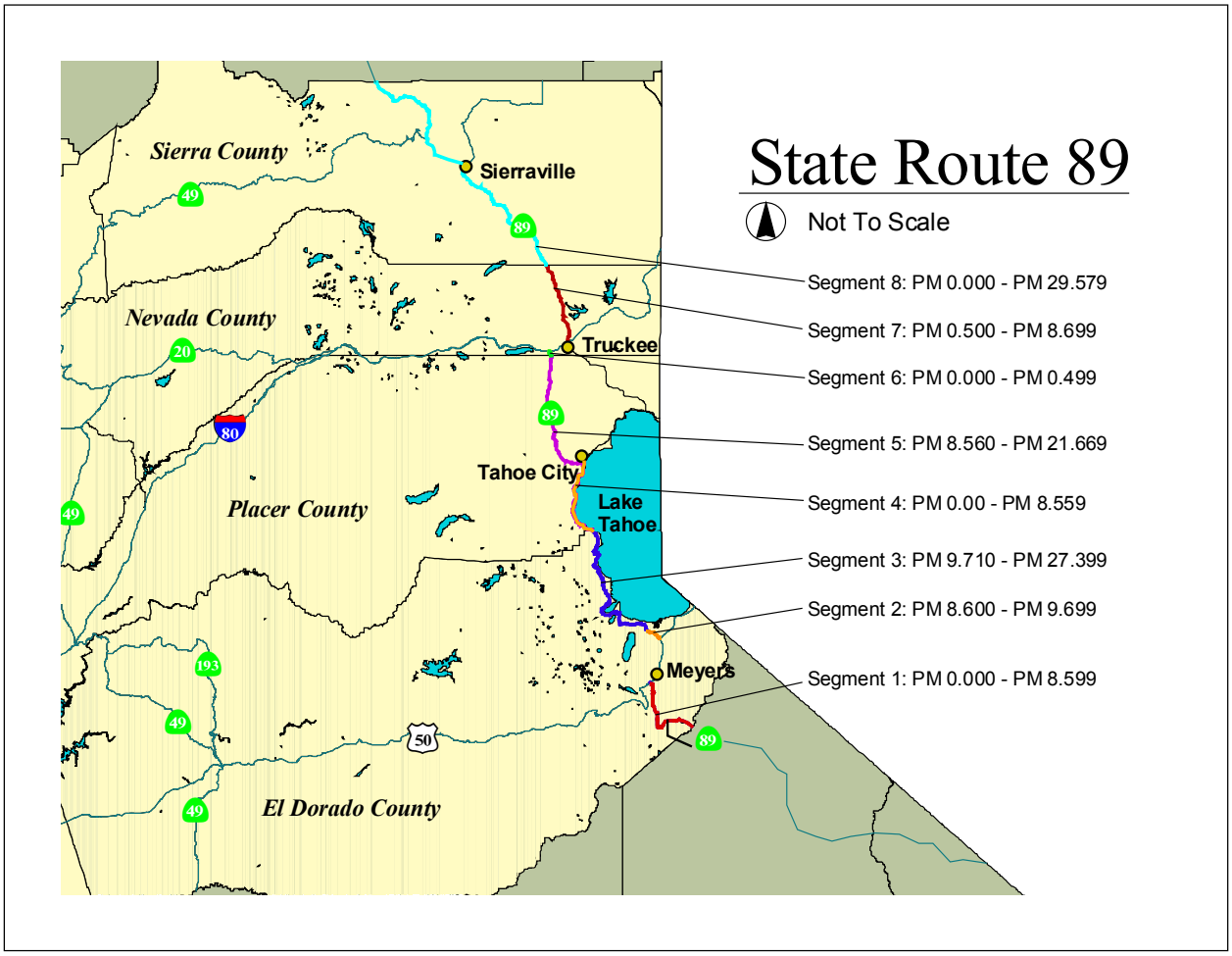
## ROUTE DESCRIPTION

State Route (SR) 89 begins in Mono County, slightly north of the town of Topaz, and continues predominantly northward until reaching Interstate 5, near Mt. Shasta in Siskiyou County. Within District 3, SR 89 is mainly a two-lane mountain highway, which runs 87.4 miles northward from the El Dorado-Alpine County line to the Sierra-Plumas County line. SR 89 passes through El Dorado, Placer, Nevada, and Sierra Counties, providing access to the Lake Tahoe and Little Truckee River Basins. Traveling north, SR 89 meets US 50 near the town of Meyers in which there is a break in the route. It continues at the South Lake Tahoe "Y" where it leaves US 50. The route continues northward serving the western shore of Lake Tahoe and providing an important link between the South and North Shore and the town of Truckee. This route serves as a lifeline and recreational route in eastern Sierra County and is also part of the Federal Aid Primary System.

Traffic on SR 89 is a mixture of local and visitor vehicles traveling to residential sites, commercial establishments, and recreational facilities along its length. SR 89 provides an important link between the north shore areas and south shore areas of the Tahoe Region. Traffic volumes on SR 89 vary considerably by the season, with peak monthly traffic volumes considerably higher than "annual average daily traffic" volumes. This is especially true along segments 2, 3, 4, and 5, which are used heavily by recreational vehicles.



## District 3 Vicinity Map for SR 89




### ROUTE CONCEPT

The following table summarizes the SR 89, year 2020 route concept by segment:

| SEGMENT | PM/PM | 2000 CURRENT FACILITY | 2020 CONCEPT FACILITY | 2000 CURRENT LOS | 2020 CONCEPT LOS |
|---|---|---|---|---|---|
| 1 - ED | 0.0/8.6 | 2C | 2C | E | D |
| 2 - ED | 8.6/9.7 | 4C | 4C | C | D |
| 3 - ED | 9.7/27.4 | 2C | 2C | D | D |
| 4 - PLA | 0.0/8.6 | 2C | 2C | E | F |
| 5 - PLA | 8.6/21.7 | 2C | 2C | E | F |
| 6 - NEV | 0.0/0.5 | 2C/4C | 2C/4C | F | D |
| 7 - NEV | 0.5/8.7 | 2C | 2C | F | D |
| 8 - SIE | 0.0/29.6 | 2C | 2C | C | D |

## ROUTE CONCEPT RATIONALE

The route concept for SR 89 in the Lake Tahoe Basin is based on the environmental constraints that have been a pressing issue for sometime. Transportation projects are dictated by the environmental sensitivity of the Tahoe Basin and mandated by the Tahoe Environmental Improvement Program (EIP). Several projects within the Tahoe Basin are associated with the EIP, which is a management practice to prevent or minimize water quality problems within the Tahoe Basin. These projects include such measures as erosion control, drainage improvements, mitigation plantings, scenic improvements, and the addition of drainage basins.

The Tahoe Regional Planning Agency (TRPA) manages the growth and development of the Tahoe Basin. The Lahontan Regional Water Quality Control Board (RWQCB) develops and enforces water quality objectives and implementation plans, which are designed to protect the beneficial uses of Lake Tahoe's water. The regulations set forth and established by these agencies attempt to bring the region into conformance with standards for water quality, air quality, soil conservation, wildlife habitat, vegetation, noise, recreation and scenic resources.

TRPA leads the cooperative effort to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region. Additionally, this agency is responsible for transportation issues and takes a lead role in identifying transportation strategies and projects within the Tahoe Basin. Highway improvements are subject to strict environmental review. Impacts on air quality, land coverage, and the water quality of the lake are carefully evaluated for each project. As a result, TRPA discourages any major highway improvements in the Basin that will increase capacity to the transportation system. TRPA intends to provide alternative methods of traveling throughout the Tahoe Basin other than using automobiles with the hope of restricting them whenever possible.

The transportation system often times reaches capacity during high recreational periods, especially on holiday weekends. TRPA is presently exploring ways to control access into the Basin. Their study will investigate the use of park and ride facilities that will be strategically located to allow for the use of transit. Furthermore, the implementation of a bike trail that will extend around the lake is being investigated. The bike trail is intended for recreational as well as commuter use. The use of ferries that would connect the north and south portions of the lake are being explored.

An Intelligent Transportation System (ITS) Strategic Deployment Plan is currently being developed for the Tahoe Basin. A working paper, which includes system inventory, deficiencies and opportunities has been prepared. A final plan is expected in the fall of 2001. Additionally, a Coordinated Transit System project is being developed through the leadership of the South Shore Transportation Management Association. ITS technology will be deployed to strategically merge existing public and private transit services into a bi-state (California and Nevada), centrally-operated and dispatched, user-friendly system that is tightly focused on efficient passenger movement.

Projects constructed within the Lake Tahoe and Truckee River Basins along the SR 89 corridor must include drainage retrofitting to ensure compliance with the Caltrans statewide NPDES permit (Order No. 99-06-DWQ). The Caltrans statewide NPDES permit requires Caltrans to collect, treat, and/or infiltrate the discharge of storm water runoff from impervious areas generated by the 20-year, one-hour design storm within the Lake Tahoe and Truckee River Basins. The permit requires Caltrans to retrofit the Storm Water Drainage System for water quality improvements whenever a section of the right-of-way undergoes significant construction or reconstruction. The permit requires Caltrans to retrofit all facilities within the Lake Tahoe Basin by the Year 2008.

Outside the Lake Tahoe Basin, the route concept reflects the lifeline and recreational functions of SR89. This portion of the transportation system operates poorly in the mountainous areas due to the truck traffic and recreational vehicles. Passing lanes strategically placed along this portion of the route would improve the level of service (LOS).

# District 3 - Transportation Concept Report Fact Sheet

| | | | | | |
|---|---|---|---|---|---|
| **PKm Ahead** | 0.000 | **Route:** | 89 | **PM Ahead** | 0.000 |
| **PKm Back** | 13.839 | **Segment Number:** | 1 | **PM Back** | 8.599 |
| **Distance [km]:** | 13.839 | **County:** | El Dorado | **Distance [mi]:** | 8.599 |

FROM ALPINE COUNTY TO US 50 AT MEYERS

**Concept Summary**

*Existing Facility:*

2C

*Concept Facility:*

2C

*Ultimate Facility:*

2C


**Level of Service (LOS)**

| | |
|---|---|
| Existing LOS: | E |
| 20 yr. LOS - No Build: | F |
| 20 yr. Concept LOS: | D |

| | |
|---|---|
| County General Plan: | El Dorado |
| General Plan Year: | 96 |
| General Plan LOS Standard: | E |

*Main Street Communities*

| Community Name: | General Plan Year: | General Plan LOS Standard: |
|---|---|---|
| Not a Main Street | | |

***Transportation Concept Improvements***

- Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.
- Widen to a 40' section to meet current standards where appropriate to accommodate safe and efficient travel for vehicles.
- Provide widening for the allowance of a bike path, as appropriate.
- Provide climbing/passing lanes, as appropriate.

***Description - Rationale - General Comments***

The highway in this segment is a two-lane conventional highway that runs from the El Dorado-Alpine County line to Route 50, at Meyers. This scenic segment provides access to Alpine County. The terrain is mountainous with little or no roadside development.

The County's objective is to maintain an operating level of service (LOS) of "E" or better on all roadways. However, the County does recognize that a lower level of service may be acceptable in some areas (such as those that protect the County's rural atmosphere, which is enhanced by two-lane roads). Twenty year projections show a LOS F for this segment. By bringing the

roadway up to Caltran's standards and doing operational improvements (such as climbing lanes) a better LOS could be attained.

***Land Use***

This segment runs through the El Dorado National Forest. The only significant development along this segment is the community of Meyers. Meyers is located at the junction of SR 89 and US 50. The land use of this community is primarily commercial with some residential. Meyers is not expected to grow significantly over the next 10 to 20 years. Consequently, this segment is expected to remain fairly constant (forest with some residences) over the next 20 years, and should remain principally a recreational route that is linked to US 50 and the Lake Tahoe region.

***Modal Options***

None.

***Future Right of Way***

None.

## Functional Classification Information

| | |
|---|---|
| Functional Classification: | **Minor Arterial** |
| NHS: | **Non NHS** |
| Access Control: | **Expressway** |
| National Truck System: | **National STAA Trucks** |
| Scenic Route: | **Officially Designated** |
| Lifeline Route: | **Non Life Line** |
| Statewide Significance: | **IRRS** |

## Highway Log Right of Way Information

| | *Meters* | *Feet* |
|---|---|---|
| Avg. Median Width: | 0.00 | 0.00 |
| Avg. Lane Width: | 1.21 | 3.96 |
| Avg. Shoulder Width | 0.00 | 0.00 |
| Number of Lanes: | 2 | |

General Comments:

none

## Projects Planned ( Non-funded: SHOPP/ RTP/MTP)

| | |
|---|---|
| 2002 SHOPP (10 Yr) | Master PSR to identify operational, safety and environmental project (EIP), construction date anticipated for 2006 (on ED portion construction date to be 2006). PM 0.00 to PM 21.3. Project to be from ED Co line to Nev Co. line |

## Projects Programmed (STIP/SHOPP)

NO PROJECTS PROGRAMMED

## Traffic Analysis

| Year | AADT | PkHrVol | V/CRatio | LOS | Comments |
|---|---|---|---|---|---|
| 2000 | 5,450 | 650 | 0.53 | E | |
| 2010 | 7,200 | 900 | 0.7 | E | |
| 2020 | 8,950 | 1,100 | 0.87 | F | |

## Traffic Data

Peak Period Direct Split: 53%

% Traffic Growth Per Year: 3%

## Land-Use Data

Land Use Zone: Forest

Terrain: Mountainous

Future-20yr. Land Use: Forest

## Average Accident Data

Total Accident Rate: 77%

*Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Fatalities plus Injury Accident Rate: 103%

*Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Note: Represents average accident data from 1996 to 1998

## Truck Volumes

AADT Truck Volumes

| Truck Type | Truck Volumes | % Trucks AADT |
|---|---|---|
| All Types | 280 | 8.00% |
| 3 Axle | 29 | 10.4% |
| 4 Axle | 3 | 1.1% |
| 5 Axle | 143 | 51.1% |

Peak Period Volumes

| Truck Type | Truck Volumes | % Trucks Peak Period |
|---|---|---|
| All Types | 33 | 5.00% |
| 3 Axle | 3 | |
| 4 Axle | 0 | |
| 5 Axle | 17 | |

Note: 1) Does not include 2-axle trucks and 2) 3, 4, and 5 axle truck percents are associated with the total truck volumes.

## Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

**Air Basin:** Mountain Counties

***Federal Air Quality Non-Attainment Designations:***

**CO:** Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

## Planning Jurisdictions

***RTPA/MPO***

El Dorado County Transportation Commission

550 Main St., Suite C

Placerville, CA 95667

(530) 642-5260

***Air Quality District***

El Dorado County APCD

2850 Fairlane Ct., Bldg. C

Placerville, CA 95667-4100

(530) 621-6662

***County Planning Department***

County of El Dorado

El Dorado County Planning Department

2850 Fairlane Court

Placerville, CA 95667

(916) 621-5355

***Congestion Management Agencies***

No CMA in County

***City Planning Department***

No Incorporated City Governments Along Segment

# District 3 - Transportation Concept Report Fact Sheet

| | | | | | |
|---|---|---|---|---|---|
| **PKm Ahead** | 13.840 | **Route:** | 89 | **PM Ahead** | 8.600 |
| **PKm Back** | 15.609 | **Segment Number:** | 2 | **PM Back** | 9.699 |
| **Distance [km]:** | 1.769 | **County:** | El Dorado | **Distance [mi]:** | 1.099 |

FROM SOUTH LAKE TAHOE WYE (JUNCTION 50/89) TO ABOUT ONE MILE SOUTH OF CAMP RICHARDSON

**Concept Summary**

*Existing Facility:*

4C

*Concept Facility:*

4C

*Ultimate Facility:*

4C


**Level of Service (LOS)**

| | |
|---|---|
| Existing LOS: | C |
| 20 yr. LOS - No Build: | D |
| 20 yr. Concept LOS: | D |

| | |
|---|---|
| County General Plan: | El Dorado |
| General Plan Year: | 96 |
| General Plan LOS Standard: | E |

*Main Street Communities*

| Community Name: | General Plan Year: | General Plan LOS Standard: |
|---|---|---|
| Not a Main Street | | |

***Transportation Concept Improvements***

- Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.
- Existing turnouts should be maintained and modified to improve ease of access.
- Integrate ITS elements into an interconnected transportation system which will help increase the safety and efficiency.

***Description - Rationale - General Comments***

The highway in this segment is a four-lane conventional facility from the South Lake Tahoe "Y" (Junction US 50/SR 89) northward through relatively flat terrain to about one mile south of Camp Richardson. Traffic on this segment is a mixture of local and visitor motorists traveling to residential and commercial areas, and recreational facilities.

The goal of the Tahoe Element within the EDC General Plan is to maintain a balance between the Tahoe Basin's natural endowment and the man-made environment, and to preserve the scenic beauty and recreational opportunities of the region.

### *Land Use*

Along this segment the predominant land use is recreational. There are state parks, national forests and ski facilities. The limited commercial and residential development that does exist is mostly geared towards recreational activities. Growth is expected to occur very slowly along this segment due to the stringent development regulations and environmental constraints of the region.

### *Modal Options*

The following transit is available along SR 89 at various locations:
South Tahoe Area Ground Express (STAGE) offers service throughout the South Shore area with primary routes running from Zephyr Cove, Nevada along Highway 50 to the South "Y." Operating from 6:00 a.m. to 1:00 p.m., seven days a week.
BUS PLUS - Operated in conjunction with STAGE, Bus Plus provides demand-response (door-to-door) service within the South Lake Tahoe City limits and some El Dorado County areas. Service is available 24 hours a day in 6-8 passenger vans.
NIFTY "50" TROLLEY - Operating two routes daily from 10 a.m. to 11 p.m. (summer only), the Trolley provides narrated trips throughout the South Shore. Serving casinos, campgrounds, beaches, the Heavenly Tram, shopping centers, recreation sites, restaurants and the paddle wheelers, passengers can travel all day for only $2 and get on and off as often as they like. Trolleys roll by every 60 minutes.
WINTER SKI SHUTTLES - Major ski resorts in the South Shore area provide free shuttle service daily (during ski season) to and from motels, hotels, lodges and numerous designated roadside stops.
PARK-and-ROLL Harveys - Harrah's and Caesars provide this free daily shuttle service (generally 8 a.m. to 2 a.m.) for guests from many hotels and motels in the South Shore area.
PADDLE WHEELER SHUTTLES - The Tahoe Queen and the MS Dixie II provide free shuttles from resorts and hotels for their cruise guests. Times coordinate with cruise departures. TAHOE QUEEN (530) 541-3364; MS DIXIE II.

A Coordinated Transit System (CTS) project is being developed through the leadership of the South Shore Transportation Management Association. Intelligent Transportation System (ITS) technology will be deployed to corral nearly 50 private vans and minibuses that ferry visitors from the California side of the lake to the casino area in adjacent Nevada or anywhere on the South Shore.

### *Future Right of Way*

None.

## Functional Classification Information

| | |
|---|---|
| Functional Classification: | **Principal Arterial** |
| NHS: | **Non NHS** |
| Access Control: | **Expressway** |
| National Truck System: | **Non National Truck System** |
| Scenic Route: | **Officially Designated** |
| Lifeline Route: | **Non Life Line** |
| Statewide Significance: | **IRRS** |

## Highway Log Right of Way Information

| | *Meters* | *Feet* |
|---|---|---|
| Avg. Median Width: | 0.00 | 0.00 |
| Avg. Lane Width: | 1.12 | 3.66 |
| Avg. Shoulder Width | 0.37 | 1.22 |
| Number of Lanes: | 4 | |

General Comments:

none

## Projects Planned ( Non-funded: SHOPP/ RTP/MTP)

| | |
|---|---|
| 2000 SHOPP (10 Yr.) | Master PSR to identify operational, safety and environmental project (EIP), construction date anticipated for 2006 (on ED portion construction date to be 2006). PM 0.0 to PM 21.3. Project to be from ED Co line to NEV Co line. |

## Projects Programmed (STIP/SHOPP)

NO PROJECTS PROGRAMMED

## Traffic Analysis

| Year | AADT | PkHrVol | V/CRatio | LOS | Comments |
|---|---|---|---|---|---|
| 2000 | 18,900 | 2,950 | 0.6 | C | |
| 2010 | 23,400 | 3,650 | 0.74 | C | |
| 2020 | 27,900 | 4,350 | 0.88 | D | |

## Traffic Data

Peak Period Direct Split: 60%

% Traffic Growth Per Year: 3%

## Land-Use Data

Land Use Zone: Mixed-Commercial

Terrain: Rolling

Future-20yr. Land Use: Mixed-Commercial

## Average Accident Data

Total Accident Rate: 35%

*Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Fatalities plus Injury Accident Rate: 53%

*Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Note: Represents average accident data from 1996 to 1998

## Truck Volumes

AADT Truck Volumes

| Truck Type | Truck Volumes | % Trucks AADT |
|---|---|---|
| All Types | 782 | 4.00% |
| 3 Axle | 101 | 12.9% |
| 4 Axle | 3 | 0.4% |
| 5 Axle | 91 | 11.6% |

Peak Period Volumes

| Truck Type | Truck Volumes | % Trucks Peak Period |
|---|---|---|
| All Types | 89 | 3.00% |
| 3 Axle | 11 | |
| 4 Axle | 0 | |
| 5 Axle | 10 | |

Note: 1) Does not include 2-axle trucks and 2) 3, 4, and 5 axle truck percents are associated with the total truck volumes.

## Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

**Air Basin:** Lake Tahoe

***Federal Air Quality Non-Attainment Designations:***

**CO:** Attainment-Maintenance (CO Protocol Applies)

**PM10:** Unclassified/Attainment

**Ozone:** Attainment/1 hr. std. not applicable

## Planning Jurisdictions

***RTPA/MPO***

Tahoe Regional Planning Agency

308 Darla Ct., Suite 103

Zephyr Cove, NV 89448-9702

(775) 588-4547

***Air Quality District***

El Dorado County APCD

2850 Fairlane Ct., Bldg. C

Placerville, CA 95667-4100

(530) 621-6662

***County Planning Department***

County of El Dorado

El Dorado County Planning Department

2850 Fairlane Court

Placerville, CA 95667

(916) 621-5355

***Congestion Management Agencies***

No CMA in County

***City Planning Department***

No Incorporated City Governments Along Segment

# District 3 - Transportation Concept Report Fact Sheet

| | | | | | |
|---|---|---|---|---|---|
| **PKm Ahead** | 15.611 | **Route:** | 89 | **PM Ahead** | 9.700 |
| **PKm Back** | 44.094 | **Segment Number:** | 3 | **PM Back** | 27.399 |
| **Distance [km]:** | 28.484 | **County:** | El Dorado | **Distance [mi]:** | 17.699 |

FROM JUST SOUTH OF CAMP RICHARDSON TO THE EL DORADO/PLACER COUNTY LINE

**Concept Summary**

*Existing Facility:*

2C

*Concept Facility:*

2C

*Ultimate Facility:*

2C


**Level of Service (LOS)**

| | |
|---|---|
| Existing LOS: | D |
| 20 yr. LOS - No Build: | D |
| 20 yr. Concept LOS: | D |

| | |
|---|---|
| County General Plan: | El Dorado |
| General Plan Year: | 96 |
| General Plan LOS Standard: | E |

*Main Street Communities*

| Community Name: | General Plan Year: | General Plan LOS Standard: |
|---|---|---|
| Not a Main Street | | |

***Transportation Concept Improvements***

- Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.
- Widen to a 40' section to meet current standards where appropriate to accommodate safe and efficient travel for vehicles.
- Provide widening for the allowance of a bike path, as appropriate.
- Scenic turnouts should be provided and should be situated to provide convenient access and not to impede traffic flow.
- Existing turnouts should be maintained and modified to improve ease of access.
- Integrate ITS elements into an interconnected transportation system which will help increase the safety and efficiency.

***Description - Rationale - General Comments***

Segment 3 is a two-lane conventional highway from West Way, just south of Camp Richardson to the El Dorado/Placer County line. Camp Richardson Resort provides a wide array of recreational activities and lodging options year round. This segment serves local and

recreational traffic along the western shore of Lake Tahoe and provides scenic views of Lake Tahoe and Emerald Bay. This route also provides access to state parks and ski areas. The Roadway in this segment has extremely steep grades with hairpin curves around the Emerald Bay area. Additionally, sections of the roadway are not at current design standards. The majority of the road is without shoulders. Consequently, seasonal snow and rock falls close down this segment of road through the winter months. These closures force traffic between North Shore and South Shore to detour via the Nevada side of the lake.

SR 89 is programmed for pavement rehabilitation from Alpine County to PM 27.4 in El Dorado County

Also a project report has been distributed for a SHOPP project that is proposing to widen SR 89 between PM 23.5 and 24.7. The project proposes to widen paved shoulders, overlay pavement, stabilize soils, and install storm water pollution control devices. This project is needed to improve runoff water quality and comply with storm water runoff regulations. This will be achieved by soil stabilization, sand collection, infiltration basins and, voluntary reduction of sanding and salt. This section of SR 89 has been identified for a Class III Bikeway by TRPA.

***Land Use***

Along this segment the predominant land use is recreational which consist of state parks and national forests. The limited commercial and residential development that does exist is mostly geared towards recreational activities. Growth is expected to occur very slowly along this segment due to the stringent development regulations and environmental constraints of the region.

***Modal Options***

The following transit is available along SR 89 at various locations:
South Tahoe Area Ground Express (STAGE) offers service throughout the South Shore area with primary routes running from Zephyr Cove, Nevada along Highway 50 to the South "Y." Operating from 6:00 a.m. to 1:00 p.m., seven days a week.
Bus Plus - Operated in conjunction with STAGE, Bus Plus provides demand-response (door-to-door) service within the South Lake Tahoe City limits and some El Dorado County areas. Service is available 24 hours a day in 6-8 passenger vans.
Nifty "50" Trolley - Operating two routes daily from 10 a.m. to 11 p.m. (summer only), the Trolley provides narrated trips throughout the South Shore. Serving casinos, campgrounds, beaches, the Heavenly Tram, shopping centers, recreation sites, restaurants and the paddle wheelers, passengers can travel all day for only $2 and get on and off as often as they like. Trolleys roll by every 60 minutes.
Winter Ski Shuttles - Major ski resorts in the South Shore area provide free shuttle service daily (during ski season) to and from motels, hotels, lodges and numerous designated roadside stops.
Park-and-Roll Harveys - Harrah's and Caesars provide this free daily shuttle service (generally 8 a.m. to 2 a.m.) for guests from many hotels and motels in the South Shore area.
Paddle Wheeler Shuttles - The Tahoe Queen and the MS Dixie II provide free shuttles from resorts and hotels for their cruise guests. Times coordinate with cruise departures. TAHOE QUEEN (530) 541-3364; MS DIXIE II.

A Coordinated Transit System (CTS) project is being developed through the leadership of the South Shore Transportation Management Association. Intelligent Transportation System (ITS) technology will be deployed to corral nearly 50 private vans and minibuses that ferry visitors from the California side of the lake to the casino area in adjacent Nevada or anywhere on the South Shore.

***Future Right of Way***

None.

## Functional Classification Information

| | |
|---|---|
| Functional Classification: | **Minor Arterial** |
| NHS: | **Non NHS** |
| Access Control: | **Expressway** |
| National Truck System: | **Non National Truck System** |
| Scenic Route: | **Officially Designated** |
| Lifeline Route: | **Non Life Line** |
| Statewide Significance: | **IRRS** |

## Highway Log Right of Way Information

| | *Meters* | *Feet* |
|---|---|---|
| Avg. Median Width: | 0.00 | 0.00 |
| Avg. Lane Width: | 1.02 | 3.35 |
| Avg. Shoulder Width | 0.00 | 0.00 |
| Number of Lanes: | 2 | |

General Comments:

## Projects Planned ( Non-funded: SHOPP/ RTP/MTP)

| | |
|---|---|
| 2002 SHOPP (10 Yr.) | Master PSR to identify operational, safety and environmental project (EIP), construction date anticipated for 2006 . PM 0.0 to PM 21.3. Project to be from ED Co line to NEV Co line. |

## Projects Programmed (STIP/SHOPP)

NO PROJECTS PROGRAMMED

## Traffic Analysis

| Year | AADT | PkHrVol | V/CRatio | LOS | Comments |
|---|---|---|---|---|---|
| 2000 | 4,500 | 750 | 0.34 | D | |
| 2010 | 5,200 | 850 | 0.4 | D | |
| 2020 | 5,950 | 950 | 0.45 | D | |

## Traffic Data

Peak Period Direct Split: 60%

% Traffic Growth Per Year: 2%

## Land-Use Data

Land Use Zone: Mixed-Com,Res, & Rec

Terrain: Rolling

Future-20yr. Land Use: Mixed

## Average Accident Data

Total Accident Rate: 85%

*Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Fatalities plus Injury Accident Rate: 84%

*Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Note: Represents average accident data from 1996 to 1998

## Truck Volumes

AADT Truck Volumes

| Truck Type | Truck Volumes | % Trucks AADT |
|---|---|---|
| All Types | 184 | 4.00% |
| 3 Axle | 23 | 12.5% |
| 4 Axle | 1 | 0.5% |
| 5 Axle | 23 | 12.5% |

Peak Period Volumes

| Truck Type | Truck Volumes | % Trucks Peak Period |
|---|---|---|
| All Types | 23 | 3.00% |
| 3 Axle | 3 | |
| 4 Axle | 0 | |
| 5 Axle | 3 | |

Note: 1) Does not include 2-axle trucks and 2) 3, 4, and 5 axle truck percents are associated with the total truck volumes.

## Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

**Air Basin:** Lake Tahoe

***Federal Air Quality Non-Attainment Designations:***

**CO:** Attainment-Maintenance (CO Protocol Applies)

**PM10:** Unclassified/Attainment

**Ozone:** Attainment/1 hr. std. not applicable

## Planning Jurisdictions

***RTPA/MPO***

Tahoe Regional Planning Agency

308 Darla Ct., Suite 103

Zephyr Cove, NV 89448-9702

(775) 588-4547

***Air Quality District***

El Dorado County APCD

2850 Fairlane Ct., Bldg. C

Placerville, CA 95667-4100

(530) 621-6662

***County Planning Department***

County of El Dorado

El Dorado County Planning Department

2850 Fairlane Court

Placerville, CA 95667

(916) 621-5355

***Congestion Management Agencies***

No CMA in County

***City Planning Department***

No Incorporated City Governments Along Segment

# District 3 - Transportation Concept Report Fact Sheet

| | | | | | |
|---|---|---|---|---|---|
| **PKm Ahead** | 0.000 | **Route:** | 89 | **PM Ahead** | 0.000 |
| **PKm Back** | 13.774 | **Segment Number:** | 4 | **PM Back** | 8.559 |
| **Distance [km]:** | 13.774 | **County:** | Placer | **Distance [mi]:** | 8.559 |

FROM EL DORADO/PLACER COUNTY LINE TO SR 89/28 INTERSECTION IN TAHOE CITY

**Concept Summary**

*Existing Facility:*

2C

*Concept Facility:*

2C

*Ultimate Facility:*

2C


**Level of Service (LOS)**

| | |
|---|---|
| Existing LOS: | F |
| 20 yr. LOS - No Build: | F |
| 20 yr. Concept LOS: | F |

| | |
|---|---|
| County General Plan: | Placer |
| General Plan Year: | 96 |
| General Plan LOS Standard: | E |

*Main Street Communities*

| Community Name: | General Plan Year: | General Plan LOS Standard: |
|---|---|---|
| Not a Main Street | | |

***Transportation Concept Improvements***

- Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.
- Widen to a 40' section to meet current standards where appropriate to accommodate safe and efficient travel for vehicles.
- Provide widening of the roadway to accommodate of a bike path and or pedestrians, as appropriate.
- Support Placer County's efforts in the development of a new Intermodal Transit Center in Tahoe City.
- Scenic turnouts should be provided and should be situated to provide convenient access and not to impede traffic flow.
- Existing turnouts should be maintained and modified to improve ease of access.
- Integrate ITS elements into an interconnected transportation system.
- Replace or widen Fanny Bridge, as studies deem appropriate.
- Provide bicycle/pedestrian crossing at or near Fanny Bridge.

***Description - Rationale - General Comments***

Segments 4 is a two-lane conventional highway from the El Dorado/Placer County line to Tahoe City. This segment serves local and recreational traffic along the western shore of Lake Tahoe. It also provides scenic views of Lake Tahoe, and access to state parks and the Homewood ski area. There is a parallel bike trail approximately 10 miles long between Tahoe City and Sugar Pine Point State Park.

Placer County is taking the lead on the construction of a new Intermodal Transit Center (served primarily by the Tahoe Area Regional Transit) at the US Forest Service 64 acre site located south of the intersection of SR 89 and SR 28. The center is located west of SR 89, south of Fanny Bridge over the Truckee River. The Tahoe Public Utilities District (TPUD) is taking the lead for the Lake Side Trail, which will connect to the existing bike trail that extends through Tahoe City. The widening of Fanny Bridge, if deemed appropiate, will accommodate the new bike trail and this project is being led by TRPA. These projects will affect highway parking in that area and may require additional signalization.

Tahoe City Public Utilities District is taking the lead on a project that includes constructing the Tahoe City bypass between SR 28 and SR 89 (at the maintenance yard) which will eliminate the right angle turn and provide a straight alignment coming from the north on SR 89. The highway (SR 89) would continue straight (instead of moving in a north easterly direction towards Tahoe City) and tie back into SR 89 below Fanny Bridge. This plan would require the construction of a new bridge but would bypass much of the congestion associated with the SR 89/28 "Y". Further action on this project will be determined once feasibility studies are complete.

***Land Use***

Along this segment the predominant land use is recreational. There are state parks, national forests and ski facilities. Limited commercial and residential development is also mostly geared towards recreational activities. Growth is expected to occur very slowly along this segment due to the stringent development regulations and environmental constraints of the region.

***Modal Options***

Tahoe Area Regional Transit (TART) bus service is operated by the Placer County Department of Public Works with contributions from the Regional Transportation Commission of Washoe County and the Town of Truckee. Buses run seven days a week, year round, beginning at 6:10 a.m. until 6:23 p.m. TART operates along North Lake Tahoe shoreline and includes a shuttle between Tahoma and Truckee via Highway 89 several times daily.

There is a parallel bike trail between Tahoe City (@SR 89/28 PM 8.569) and Sugar Pine Point State Park (@ Pine Street PM 27.469).

***Future Right of Way***

None

## Functional Classification Information

| | |
|---|---|
| Functional Classification: | **Minor Arterial** |
| NHS: | **Non NHS** |
| Access Control: | **Expressway** |
| National Truck System: | **National STAA Trucks** |
| Scenic Route: | **Officially Designated** |
| Lifeline Route: | **Non Life Line** |
| Statewide Significance: | **IRRS** |

## Highway Log Right of Way Information

| | *Meters* | *Feet* |
|---|---|---|
| Avg. Median Width: | 0.00 | 0.00 |
| Avg. Lane Width: | 1.02 | 3.35 |
| Avg. Shoulder Width | 0.00 | 0.00 |
| Number of Lanes: | 2 | |

General Comments:

## Projects Planned ( Non-funded: SHOPP/ RTP/MTP)

| | |
|---|---|
| 2000 SHOPP (10 Yr.) | Master PSR to identify operational, safety and environmental project (EIP), construction date anticipated for 2006. PM 0.0 to PM 21.3. Project to be from ED Co line to NEV Co line. |

## Projects Programmed (STIP/SHOPP)

| | |
|---|---|
| 2002 SHOPP | Landscape, path and paving - PM 4.7 to PM 5.2 - South of Tahoe City, from .2 miles north of Elizabeth Drive to .1 miles south of Sugar Pine Rd. |
| 2003 SHOPP | Rehabilitation work from PM 0.0 - PM 21.70, |
| 1998 STIP | Fanny Bridge PAED; programmed by Regional Planning Agency. PM 8.3 to PM 8.5. |

## Traffic Analysis

| Year | AADT | PkHrVol | V/CRatio | LOS | Comments |
|---|---|---|---|---|---|
| 2000 | 16,100 | 2,500 | 0.77 | E | |
| 2010 | 21,570 | 3,310 | 1.03 | F | |
| 2020 | 27,050 | 4,150 | 1.29 | F | |

## Traffic Data

Peak Period Direct Split: 60%

% Traffic Growth Per Year: 4%

## Land-Use Data

Land Use Zone: Mixed

Terrain: Rolling

Future-20yr. Land Use: Mixed

## Average Accident Data

Total Accident Rate: 109%

*Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Fatalities plus Injury Accident Rate: 83%

*Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Note: Represents average accident data from 1996 to 1998

## Truck Volumes

AADT Truck Volumes

| Truck Type | Truck Volumes | % Trucks AADT |
|---|---|---|
| All Types | 337 | 4.00% |
| 3 Axle | 43 | 12.8% |
| 4 Axle | 2 | 0.6% |
| 5 Axle | 39 | 11.6% |

Peak Period Volumes

| Truck Type | Truck Volumes | % Trucks Peak Period |
|---|---|---|
| All Types | 75 | 3.00% |
| 3 Axle | 10 | |
| 4 Axle | 0 | |
| 5 Axle | 9 | |

Note: 1) Does not include 2-axle trucks and 2) 3, 4, and 5 axle truck percents are associated with the total truck volumes.

## Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

**Air Basin:** Lake Tahoe

***Federal Air Quality Non-Attainment Designations:***

**CO:** Attainment-Maintenance (CO Protocol Applies)

**PM10:** Unclassified/Attainment

**Ozone:** Attainment/1 hr. std. not applicable

## Planning Jurisdictions

***RTPA/MPO***

Tahoe Regional Planning Agency

308 Darla Ct., Suite 103

Zephyr Cove, NV 89448-9702

(775) 588-4547

***Air Quality District***

Placer County APCD (DeWitt Center)

11464 "B" Ave.

Auburn, CA 95603-2603

(530) 889-7130

***County Planning Department***

County of Placer

Placer County Planning Department

11414 B Avenue

Auburn, CA 95603

(916) 889-7470

***Congestion Management Agencies***

No CMA in County

***City Planning Department***

No Incorporated City Governments Along Segment

# District 3 - Transportation Concept Report Fact Sheet

| | | | | | |
|---|---|---|---|---|---|
| **PKm Ahead** | 13.776 | **Route:** | 89 | **PM Ahead** | 8.560 |
| **PKm Back** | 34.873 | **Segment Number:** | 5 | **PM Back** | 21.669 |
| **Distance [km]:** | 21.097 | **County:** | Placer | **Distance [mi]:** | 13.109 |

FROM SR 89/28 INTERSECTION IN TAHOE CITY TO PLA/NEV COUNTY LINE

**Concept Summary**

*Existing Facility:*

2C

*Concept Facility:*

2C

*Ultimate Facility:*

2C


**Level of Service (LOS)**

| | |
|---|---|
| Existing LOS: | E |
| 20 yr. LOS - No Build: | F |
| 20 yr. Concept LOS: | F |

| | |
|---|---|
| County General Plan: | Placer |
| General Plan Year: | 96 |
| General Plan LOS Standard: | E |

*Main Street Communities*

| Community Name: | General Plan Year: | General Plan LOS Standard: |
|---|---|---|
| Tahoe City | | |
| -Unincorporated - Refer to county general plan for LOS standard | | |

***Transportation Concept Improvements***

- Support the need to increase manual traffic control at the Alpine Meadows Road that intersects SR 89
- Signalize the West River intersection in Truckee.
- Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.
- Widen to a 40' section to meet current standards where appropriate to accommodate safe and efficient travel for vehicles.
- Provide widening for the allowance of a bike path, as appropriate.
- Integrate ITS elements into an interconnected transportation system.

***Description - Rationale - General Comments***

Segment 5 is a two-lane conventional highway that extends northward from Tahoe City to a half mile south of Interstate 80 near Truckee. This segment runs through Tahoe City and serves Alpine Meadows and Squaw Valley ski resorts.

A proposed General Plan Amendment, Rezoning, and Conditional Use Permit for Placer County

is underway in order to develop a park on 35 acres of land to be purchased from the USFS; and the Village at Squaw Valley USA is a proposed development that is divided into two major components, the Village and the replacement day skier parking facilities. (refer to land use section for a more detailed description)

The cumulative impacts of the two projects described above require mitigation measures that include signalization at the West River intersection in Truckee and an increase in the hours of manual traffic control during weekend peak periods at the Alpine Meadows Road intersection.

***Land Use***

The land use along this segment is recreational with two of the larger ski resorts, Squaw Valley and Alpine Meadows with their related facilities, located on this segment. During the summer the Truckee River is popular for rafting.

A proposed General Plan Amendment, Rezoning, and Conditional Use Permit for Placer County is underway in order to develop a park on 35 acres of land to be purchased from the USFS. The park will include a tot lot, grass play area, picnic area, wetlands overlook, trail staging area and trail connection to the Western States Trail, paved bicycle trail, and a gravel driveway and parking lot. This project is to be located at the SW corner of the intersection of Squaw Valley Road and SR 89.

The Village at Squaw Valley USA is a proposed development that is divided into two major components, the Village and the replacement day skier parking facilities. The Village is comprised of 640 residential units and 85 retail/restaurant establishments placed in a pedestrian environment. Supporting services for both the residential and commercial space include 1000 underground parking spaces below the Village, improved pedestrian and vehicular circulation, servicing depots, and common areas. The replacement parking facility is comprised of two multi-story parking structures totaling 1300 spaces. The project is located at Olympic Valley.

***Modal Options***

Tahoe Area Regional Transit (TART) bus service is operated by the County of Placer, Department of Public Works with contributions from the Regional Transportation Commission of Washoe County and Town of Truckee. Buses run seven days a week, year round, beginning at 6:10 a.m. until 6:23 p.m. TART operates along North Lake Tahoe shoreline and includes a shuttle between Tahoma and Truckee via Highway 89 several times daily.

Truckee Intermodal Transportation Center serves as the AMTRAK station and makes connections to local transit and Greyhound. AMTRAK provides a route, the California Zephyr, that extends from Oakland/Emeryville to Chicago and vice a versa passing through Truckee. The service operates on a daily basis with a train traveling east and one traveling west.

Construction of a Class I bicycle trail will link Alpine Meadows to Squaw Valley. The bikeway north of Squaw Valley to Truckee is a Class II running along the shoulder of SR 89. This bikeway is intended to be part of the bike trail that will eventually loop around Lake Tahoe.

***Future Right of Way***

None

## Functional Classification Information

| | |
|---|---|
| Functional Classification: | **Minor Arterial** |
| NHS: | **Non NHS** |
| Access Control: | **Expressway** |
| National Truck System: | **Terminal Access Route** |
| Scenic Route: | **Officially Designated** |
| Lifeline Route: | **Non Life Line** |
| Statewide Significance: | **IRRS** |

## Highway Log Right of Way Information

| | *Meters* | *Feet* |
|---|---|---|
| Avg. Median Width: | 0.00 | 0.00 |
| Avg. Lane Width: | 1.12 | 3.66 |
| Avg. Shoulder Width | 0.74 | 2.44 |
| Number of Lanes: | 2 | |

General Comments:

none

## Projects Planned ( Non-funded: SHOPP/ RTP/MTP)

| | |
|---|---|
| 2002 SHOPP (10 Yr.) | Master PSR to identify operational, safety and environmental project (EIP), construction date anticipated for 2006 (on ED portion construction date to be 2006). PM 0.0 to PM 21.3. Project to be from ED Co line to NEV Co line. |

## Projects Programmed (STIP/SHOPP)

| | |
|---|---|
| 2000 SHOPP | Rehabilitation work from PM 0.0 - PM 21.70, construction date Spring 2006 |

## Traffic Analysis

| Year | AADT | PkHrVol | V/CRatio | LOS | Comments |
|---|---|---|---|---|---|
| 2000 | 16,700 | 1,550 | 0.67 | E | |
| 2010 | 21,400 | 1,950 | 0.85 | E | |
| 2020 | 26,050 | 2,400 | 1.04 | F | |

## Traffic Data

Peak Period Direct Split: 65%

% Traffic Growth Per Year: 5%

## Land-Use Data

Land Use Zone: Recreational

Terrain: Rolling

Future-20yr. Land Use: Recreational

## Average Accident Data

Total Accident Rate: 90%

*Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Fatalities plus Injury Accident Rate: 73%

*Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Note: Represents average accident data from 1996 to 1998

## Truck Volumes

AADT Truck Volumes

| Truck Type | Truck Volumes | % Trucks AADT |
|---|---|---|
| All Types | 649 | 5.00% |
| 3 Axle | 105 | 16.2% |
| 4 Axle | 8 | 1.2% |
| 5 Axle | 89 | 13.7% |

Peak Period Volumes

| Truck Type | Truck Volumes | % Trucks Peak Period |
|---|---|---|
| All Types | 47 | 3.00% |
| 3 Axle | 8 | |
| 4 Axle | 1 | |
| 5 Axle | 6 | |

Note: 1) Does not include 2-axle trucks and 2) 3, 4, and 5 axle truck percents are associated with the total truck volumes.

## Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

**Air Basin:** Lake Tahoe

***Federal Air Quality Non-Attainment Designations:***

**CO:** Attainment-Maintenance (CO Protocol Applies)

**PM10:** Unclassified/Attainment

**Ozone:** Attainment/1 hr. std. not applicable

## Planning Jurisdictions

***RTPA/MPO***

Tahoe Regional Planning Agency

308 Darla Ct., Suite 103

Zephyr Cove, NV 89448-9702

(775) 588-4547

***Air Quality District***

Placer County APCD (DeWitt Center)

11464 "B" Ave.

Auburn, CA 95603-2603

(530) 889-7130

***County Planning Department***

County of Placer

Placer County Planning Department

11414 B Avenue

Auburn, CA 95603

(916) 889-7470

***Congestion Management Agencies***

No CMA in County

***City Planning Department***

No Incorporated City Governments Along Segment

# District 3 - Transportation Concept Report Fact Sheet

| | | | | | |
|---|---|---|---|---|---|
| **PKm Ahead** | 0.000 | **Route:** | 89 | **PM Ahead** | 0.000 |
| **PKm Back** | 0.803 | **Segment Number:** | 6 | **PM Back** | 0.499 |
| **Distance [km]:** | 0.803 | **County:** | Nevada | **Distance [mi]:** | 0.499 |

FROM NEVADA/PLACER COUNTY LINE TO INTERSTATE 80

**Concept Summary**

*Existing Facility:*

2C/4C (@ PM .25)

*Concept Facility:*

2C/4C (@ PM .25)

*Ultimate Facility:*

2C/4C (@ PM.25)


**Level of Service (LOS)**

| | |
|---|---|
| Existing LOS: | F |
| 20 yr. LOS - No Build: | F |
| 20 yr. Concept LOS: | D |

| | |
|---|---|
| County General Plan: | Nevada |
| General Plan Year: | 96 |
| General Plan LOS Standard: | E |

*Main Street Communities*

| Community Name: | General Plan Year: | General Plan LOS Standard: |
|---|---|---|
| Tahoe City | | |
| -Unincorporated - Refer to county general plan for LOS standard | | |

***Transportation Concept Improvements***

- Improvements to the Highway SR 89 south interchange should be studied and implemented in order to resolve congestion problems.
- Improved signalization should be made to the West River and 89 South intersections in Truckee.
- Improvements, as appropriate, for the railroad underpass (Mousehole) need to be implemented and should be supported.
- Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.
- Widen to a 40' section to meet current standards where appropriate to accommodate safe and efficient travel for vehicles.
- Provide widening for the allowance of a bike path, as appropriate.
- Improved park-and-ride facilities should be located on SR 89 in Truckee (At this time no sites have been located).

***Description - Rationale - General Comments***

Segment 6 is half a mile long, partly a two-lane and partly a four-lane conventional highway. It

runs north in Nevada County from PM 0.000 to PM 0.500, connecting with Interstate 80. This segment of Route 89 links area ski resorts to Interstate 80 and to lodging/restaurant areas in Truckee.

Short term improvements along this segment include the signalization of the I-80 ramp on SR 89 and intersection improvements at Donner Pass Road; also, included is the plan to create additional capacity for vehicles and pedestrians at the Union Pacific Railroad (UPRR) under crossing. Conceptual plans and feasibility studies are underway to address the UPRR undercrossing referred to as the "Mousehole". A PSR is being developed and proposed for funding in 2002 RTIP.

***Land Use***

This segment's land use consist of commercial uses including fast food and motels, and some residential development. Any changes or growth that will occur will be relatively slow. Consequently, the area along this segment will not see significant changes over the next twenty years.

***Modal Options***

Truckee Dial-A-Ride, is a demand-response public transportation system serving the elderly and disabled residents in western Nevada County ( operates primarily in the town limits).

Truckee Intermodal Transportation Center serves as the AMTRAK station and makes connections to local transit and Greyhound. AMTRAK provides a route, the California Zephyr, that extends from Oakland/Emeryville to Chicago and vice a versa passing through Truckee. The service operates on a daily basis with a train traveling east and one traveling west.

The "Bus", a fixed route service operated by Placer County's TART, serves Truckee and Tahoe City.

Greyhound Lines provide intrastate and interstate bus service along the I-80 corridor between Reno and San Francisco.

The Town of Truckee is in the process of creating a bicycle plan for the entire town. Part of this plan includes a Class II Bikeway that will run along SR 89 and end at the edge of town. Truckee's goal is to connect with Placer County's bike trail system that is presently a Class II bicycle path. This bikeway will eventually be part of the bike trail that will eventually loop around the lake.

***Future Right of Way***

None.

## Functional Classification Information

| | |
|---|---|
| Functional Classification: | **Principal Arterial** |
| NHS: | **Non NHS** |
| Access Control: | **Expressway** |
| National Truck System: | **National STAA Trucks** |
| Scenic Route: | **Officially Designated** |
| Lifeline Route: | **Non Life Line** |
| Statewide Significance: | **IRRS** |

## Highway Log Right of Way Information

| | *Meters* | *Feet* |
|---|---|---|
| Avg. Median Width: | 0.00 | 0.00 |
| Avg. Lane Width: | 1.12 | 3.66 |
| Avg. Shoulder Width | 0.74 | 2.44 |
| Number of Lanes: | 2 | |

General Comments:

## Projects Planned ( Non-funded: SHOPP/ RTP/MTP)

| | |
|---|---|
| 2002 RTIP | PSR for operational improvement on Donner Creek Underpass |

## Projects Programmed (STIP/SHOPP)

NO PROJECTS PROGRAMMED

## Traffic Analysis

| Year | AADT | PkHrVol | V/CRatio | LOS | Comments |
|---|---|---|---|---|---|
| 2000 | 22,250 | 2,900 | 1.17 | F | |
| 2010 | 33,150 | 4,300 | 1.74 | F | |
| 2020 | 44,000 | 5,700 | 2.31 | F | |

## Traffic Data

Peak Period Direct Split: 65%

% Traffic Growth Per Year: 5%

## Land-Use Data

Land Use Zone: Mixed-Urban

Terrain: Flat

Future-20yr. Land Use: Mixed-Urban

## Average Accident Data

Total Accident Rate: 153%

*Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Fatalities plus Injury Accident Rate: 127%

*Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Note: Represents average accident data from 1996 to 1998

## Truck Volumes

AADT Truck Volumes

| Truck Type | Truck Volumes | % Trucks AADT |
|---|---|---|
| All Types | 649 | 5.00% |
| 3 Axle | 104 | 16.0% |
| 4 Axle | 8 | 1.2% |
| 5 Axle | 89 | 13.7% |

Peak Period Volumes

| Truck Type | Truck Volumes | % Trucks Peak Period |
|---|---|---|
| All Types | 174 | 4.00% |
| 3 Axle | 28 | |
| 4 Axle | 2 | |
| 5 Axle | 24 | |

Note: 1) Does not include 2-axle trucks and 2) 3, 4, and 5 axle truck percents are associated with the total truck volumes.

## Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

**Air Basin:** Mountain Counties

***Federal Air Quality Non-Attainment Designations:***

**CO:** Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

## Planning Jurisdictions

***RTPA/MPO***

Nevada County Transportation Commission

101 Providence Mine Road, Suite 102

Nevada City, CA 95959

(530) 265-3202

***Air Quality District***

Northern Sierra AQMD

P.O. Box 2509

Grass Valley, CA 95945

(530) 274-9360

***County Planning Department***

County of Nevada

Nevada County Planning Department

950 Maidu Avenue

Nevada City, CA 95959

(530) 265-1377

***Congestion Management Agencies***

No CMA in County

***City Planning Department***

No Incorporated City Governments Along Segment

# District 3 - Transportation Concept Report Fact Sheet

| | | | | | |
|---|---|---|---|---|---|
| **PKm Ahead** | 0.803 | **Route:** | 89 | **PM Ahead** | 0.499 |
| **PKm Back** | 14.000 | **Segment Number:** | 7 | **PM Back** | 8.699 |
| **Distance [km]:** | 13.197 | **County:** | Nevada | **Distance [mi]:** | 8.200 |

FROM INTERSTATE 80 JUNCTION TO THE NEVADA/SIERRA COUNTY LINE.

**Concept Summary**

*Existing Facility:*

2C

*Concept Facility:*

2C

*Ultimate Facility:*

2C


**Level of Service (LOS)**

| | |
|---|---|
| Existing LOS: | F |
| 20 yr. LOS - No Build: | F |
| 20 yr. Concept LOS: | D |

| | |
|---|---|
| County General Plan: | Nevada |
| General Plan Year: | 96 |
| General Plan LOS Standard: | E |

*Main Street Communities*

| Community Name: | General Plan Year: | General Plan LOS Standard: |
|---|---|---|
| Not a Main Street | | |

***Transportation Concept Improvements***

- Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.
- Widen to a 40' section to meet current standards where appropriate to accommodate safe and efficient travel for vehicles.
- Provide park and ride facilities north of the SR 89/I-80 interchange.

***Description - Rationale - General Comments***

Segment 7 is a two-lane expressway (PM 0.530-7.114) and conventional highway (PM 7.115 - 8.702) extending northward from Interstate 80 junction northward to Nevada/Sierra County line.

The Interstate 80 and SR 89 interchange will be reconfigured in order to accommodate the construction of the Truckee Bypass (Nev-267). The ultimate alignment of SR 267 would start with a short realignment of SR 89 approximately 0.6 miles north of I-80 at the Prosser Dam Road intersection, proceed south passing under I-80 with a new interchange approximately 0.3 miles east of the existing 80/89/267 interchange.The alignment would then continue south, bypassing the town of Truckee, and tying back into existing SR 267 south of Truckee at the

Nevada/Placer County line. The portion of the alignment that extends north of I-80 to Prosser Dam Road will bisect the southwestern portion Boca Sierra development. Caltrans has purchased right of way for the Truckee bypass and is under construction. Completion is estimated to occur in May of 2003.

North of the SR 89/I-80 interchange located on SR 89 are several proposed developments. The Boca Sierra commercial/residential development (310 lots, 600 DU), the Sha-Neva business development, and the Hobart Mill Master Plan industrial site (refer to the land use section for a detailed description of each development). These developments will impact SR 89 north of the I 80 interchange further studies will need to be conducted to determine the mitigation measures required; however, improvements will most likely take place in the way of providing turn lanes at appropriate intersections.

***Land Use***

This segment goes through national forest and the town of Hobart Mills. The land use along this segment is expected not to change over the next 20 years. Overall very limited growth is expected within this segment, however, several developments are proposed. The Boca Sierra Estates commercial/residential development, the Sha-Neva business development, and the Hobart Mill Master Plan industrial site.

The Boca Sierra Estates project is located on both sides of SR 89 immediately north of I-80. The plan proposes that the project will be developed in four phases over a ten-year period. The plan will consist of the following land uses: commercial retail and office, destination resort, residential, open space and public uses (such as a school site, recreation facilities and a fire station). The proposed development overall will consist of 790 acres.

The Sha-Neva development is a proposed light industrial business park. It consist of approximately 100 acres that presently serves a limited number of businesses. It's potential to have an impact on SR 89 hinges on the decision of whether the Town of Truckee connects the development to Tahoe Donner. This connection could happen within the next five years and the connection would provide easier access to the surrounding community. This most likely would reactivate the desire to develop additional business parks within the area.

The Hobart Mills Industrial Park is located approximately five miles north of Truckee on the east side of SR 89 North at the road's intersection with Hobart Mills Road. The project proposes to market and develop on an incremental basis over a ten year period. The plan proposes to rezone the 133-acre property from existing Interim Development Reserve Zoning District (IDR) to light manufacturing, Recreation and Open Space.

***Modal Options***

None.

***Future Right of Way***

None.

## Functional Classification Information

| | |
|---|---|
| Functional Classification: | **Minor Arterial** |
| NHS: | **Non NHS** |
| Access Control: | **Expressway** |
| National Truck System: | **Non National Truck System** |
| Scenic Route: | **Officially Designated** |
| Lifeline Route: | **Non Life Line** |
| Statewide Significance: | **IRRS** |

## Highway Log Right of Way Information

| | *Meters* | *Feet* |
|---|---|---|
| Avg. Median Width: | 0.00 | 0.00 |
| Avg. Lane Width: | 1.11 | 3.65 |
| Avg. Shoulder Width | 0.19 | 0.61 |
| Number of Lanes: | 2 | |

General Comments:

## Projects Planned ( Non-funded: SHOPP/ RTP/MTP)

NO PROJECTS PLANNED

## Projects Programmed (STIP/SHOPP)

NO PROJECTS PROGRAMMED

## Traffic Analysis

| Year | AADT | PkHrVol | V/CRatio | LOS | Comments |
|---|---|---|---|---|---|
| 2000 | 6,900 | 1,100 | 0.89 | F | |
| 2010 | 9,800 | 1,550 | 1.26 | F | |
| 2020 | 12,700 | 2,000 | 1.63 | F | |

## Traffic Data

Peak Period Direct Split: 60%

% Traffic Growth Per Year: 5%

## Land-Use Data

Land Use Zone: Forest

Terrain: Mountainous

Future-20yr. Land Use: Forest

## Average Accident Data

Total Accident Rate: 103%

*Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Fatalities plus Injury Accident Rate: 84%

*Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Note: Represents average accident data from 1996 to 1998

## Truck Volumes

AADT Truck Volumes

| Truck Type | Truck Volumes | % Trucks AADT |
|---|---|---|
| All Types | 1196 | 14.00% |
| 3 Axle | 189 | 15.8% |
| 4 Axle | 18 | 1.5% |
| 5 Axle | 164 | 13.7% |

Peak Period Volumes

| Truck Type | Truck Volumes | % Trucks Peak Period |
|---|---|---|
| All Types | 99 | 9.00% |
| 3 Axle | 16 | |
| 4 Axle | 1 | |
| 5 Axle | 14 | |

Note: 1) Does not include 2-axle trucks and 2) 3, 4, and 5 axle truck percents are associated with the total truck volumes.

## Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

**Air Basin:** Mountain Counties

***Federal Air Quality Non-Attainment Designations:***

**CO:** Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

## Planning Jurisdictions

***RTPA/MPO***

Nevada County Transportation Commission

101 Providence Mine Road, Suite 102

Nevada City, CA 95959

(530) 265-3202

***Air Quality District***

Northern Sierra AQMD

P.O. Box 2509

Grass Valley, CA 95945

(530) 274-9360

***County Planning Department***

County of Nevada

Nevada County Planning Department

950 Maidu Avenue

Nevada City, CA 95959

(530) 265-1377

***Congestion Management Agencies***

No CMA in County

***City Planning Department***

No Incorporated City Governments Along Segment

# District 3 - Transportation Concept Report Fact Sheet

| | | | | | |
|---|---|---|---|---|---|
| **PKm Ahead** | 0.000 | **Route:** | 89 | **PM Ahead** | 0.000 |
| **PKm Back** | 47.603 | **Segment Number:** | 8 | **PM Back** | 29.579 |
| **Distance [km]:** | 47.603 | **County:** | Sierra | **Distance [mi]:** | 29.579 |

FROM THE NEVADA/SIERRA COUNTY LINE TO THE SIERRA/PLUMAS COUNTY LINE.

**Concept Summary**

*Existing Facility:*

2C

*Concept Facility:*

2C

*Ultimate Facility:*

2C


**Level of Service (LOS)**

| | |
|---|---|
| Existing LOS: | C |
| 20 yr. LOS - No Build: | C |
| 20 yr. Concept LOS: | D |

| | |
|---|---|
| County General Plan: | Sierra |
| General Plan Year: | 96 |
| General Plan LOS Standard: | E |

*Main Street Communities*

| Community Name: | General Plan Year: | General Plan LOS Standard: |
|---|---|---|
| Not a Main Street | | |

***Transportation Concept Improvements***

- Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.
- Widen to a 40' section to meet current standards where appropriate to accommodate safe and efficient travel for vehicles.
- Construct passing lanes south of Sierraville from near Cottonwood Road to near Old Truckee Road.

***Description - Rationale - General Comments***

Segment 8 is a two-lane expressway and conventional highway extending northward from the Nevada/Sierra County line northward to the Sierra/Plumas County line. Route 89 in this area is a secondary lifeline route to Sierra County serving residential, commercial, and ranching interests in the region. The route crosses mountainous terrain in this segment.

Project Study Report (PSR): In March 1997 a Supplemental PSR was approved which was for a proposal to construct a southbound truck climbing/passing lanes at three separate locations south of Sierraville. The project area is located between PM 6.4 and PM 12.5. The preferred

alternative is estimated to cost 2.0 million which will include right of way. Funding has not been programmed as of this date.

The peak hour truck percent on State Route 89 is 13% and the ADT is 20% from the Sierra/Nevada County line (PM 0.0) to Junction Route 49 North (PM 15.06). The peak hour truck percent for the remaining section of State Route 89 is 2% and the ADT is 3%.

***Land Use***

This segment's land use consist of residential, agricultural, open space, recreation and national forest. This segment goes through the communities of Sierraville, Sattley, and Calpine Valley; and, it's land use consist of residential, agricultural, open space, recreation and national forest. Even though the land use along this segment will stay consistent, it is expecting an increase of residential growth in the Sattley and Sierraville area. This will increase traffic along SR 89 south of Sierraville.

***Modal Options***

None.

***Future Right of Way***

None.

## Functional Classification Information

| | |
|---|---|
| Functional Classification: | **Minor Arterial** |
| NHS: | **Non NHS** |
| Access Control: | **Expressway** |
| National Truck System: | **Non National Truck System** |
| Scenic Route: | **Officially Designated** |
| Lifeline Route: | **Life Line Route** |
| Statewide Significance: | **IRRS** |

## Highway Log Right of Way Information

| | *Meters* | *Feet* |
|---|---|---|
| Avg. Median Width: | 0.00 | 0.00 |
| Avg. Lane Width: | 1.12 | 3.66 |
| Avg. Shoulder Width | 0.00 | 0.00 |
| Number of Lanes: | 2 | |

General Comments:

## Projects Planned ( Non-funded: SHOPP/ RTP/MTP)

NO PROJECTS PLANNED

## Projects Programmed (STIP/SHOPP)

2000 SHOPP

PM 20.2; length 9.4 miles, near Sierraville - Route 49 to Plumas County line - rehabilitate roadway. Construction date June 2003.

## Traffic Analysis

| Year | AADT | PkHrVol | V/CRatio | LOS | Comments |
|---|---|---|---|---|---|
| 2000 | 2,000 | 300 | 0.22 | C | |
| 2010 | 3,000 | 400 | 0.27 | D | |
| 2020 | 3,600 | 450 | 0.32 | D | |

## Traffic Data

Peak Period Direct Split: 63%

% Traffic Growth Per Year: 3%

## Land-Use Data

Land Use Zone: Forest

Terrain: Mountainous

Future-20yr. Land Use: Forest

## Average Accident Data

Total Accident Rate: 85%

*Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Fatalities plus Injury Accident Rate: 86%

*Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

Note: Represents average accident data from 1996 to 1998

## Truck Volumes

AADT Truck Volumes

| Truck Type | Truck Volumes | % Trucks AADT |
|---|---|---|
| All Types | 258 | 20.00% |
| 3 Axle | 76 | 29.5% |
| 4 Axle | 3 | 1.2% |
| 5 Axle | 141 | 54.7% |

Peak Period Volumes

| Truck Type | Truck Volumes | % Trucks Peak Period |
|---|---|---|
| All Types | 39 | 13.00% |
| 3 Axle | 11 | |
| 4 Axle | 0 | |
| 5 Axle | 21 | |

Note: 1) Does not include 2-axle trucks and 2) 3, 4, and 5 axle truck percents are associated with the total truck volumes.

## Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

**Air Basin:** Mountain Counties

***Federal Air Quality Non-Attainment Designations:***

**CO:** Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

## Planning Jurisdictions

***RTPA/MPO***

Sierra Local Transportation Commission

PO Box 98

Downieville, CA 95936

(530) 289-0112

***Air Quality District***

Northern Sierra AQMD

P.O. Box 2509

Grass Valley, CA 95945

(530) 274-9360

***County Planning Department***

County of Sierra

Sierra County Department of Planning

PO Box 530

Downieville, CA 95936

(530) 289-3251

***Congestion Management Agencies***

No CMA in County

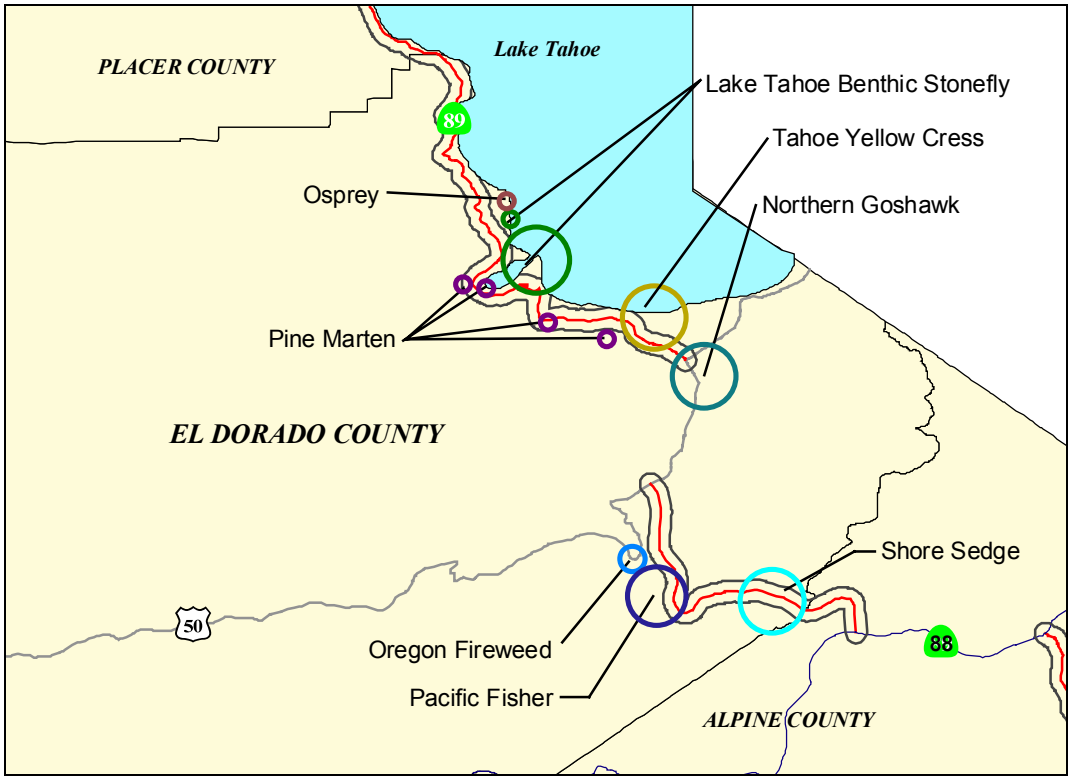
***City Planning Department***

No Incorporated City Governments Along Segment

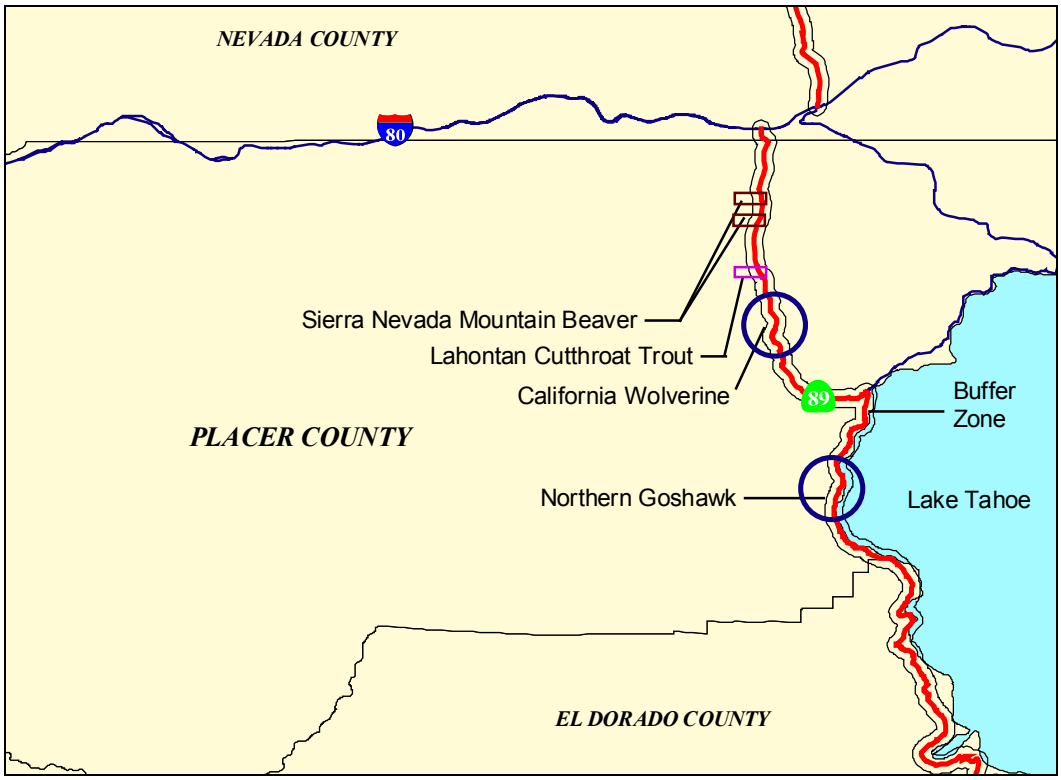
## California Natural Diversities Database

The California Natural Diversities Database (CNDDB) is an application created to allow for the ability to do an environmental assessment. The CNNDB was used in this report in order to depict environmental resources that exist along State Route 89. Known environmental resources are displayed on the map and can be evaluated for potential impacts that may effect future projects. This provides an initial assessment of environmental issues and concerns that will need to be addressed during project planning and development. Additionally, this information can be used to evaluate the feasibility of a project and for examining the alternatives. It can also provide a preliminary estimate of time and staff resources that may be needed to comply with environmental assessment and documentation.

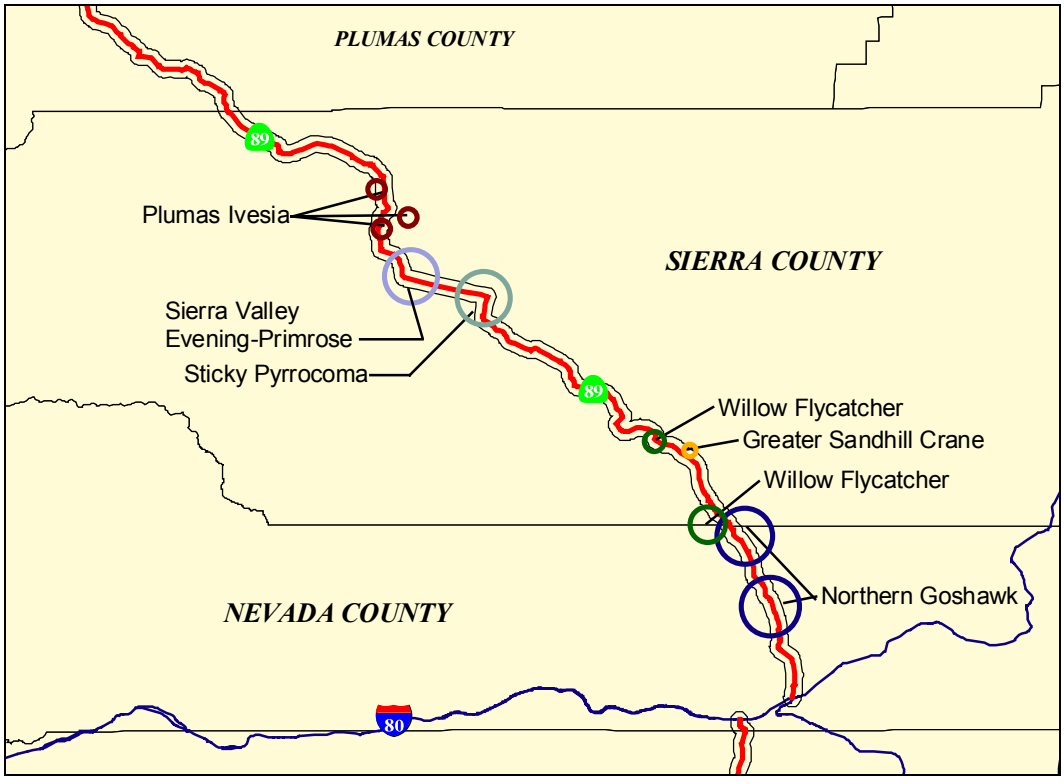
The following pages depict SR 89 that runs through El Dorado, Placer, Nevada and Sierra Counties within District 3. These maps identify the status of habitats and species found within a 600-meter wide corridor of SR 89. This information does not represent all possible environmental constraints that may exist. If a project were determined to exist within this corridor an environmental assessment (i.e., EIR, EIS or Initial Study, etc.) would be required.




**El Dorado County**




**Placer County**




**Nevada County and Sierra County**

# GLOSSARY
# OF
# ABBREVIATION & TERMS

**AADT:** (Average Annual Daily Traffic) denotes that the daily traffic is averaged over one calendar year.

**ADT:** (Average Daily Traffic) is the average number of vehicles passing a specified point during a 24-hour period.

**AIR QUALITY NON-ATTAINMENT**: identifies non-attainment status for CO, Ozone and PM10 within the subject air basin.

**AQMD**: (Air Quality Management District) is a regional agency, which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

**BCAG**: (Butte County Association of Government) is the designated Regional Transportation Planning Agency that prepares, adopts and submits a Regional Transportation Program to the California Transportation Commission.

**BPM:** (Beginning Post Mile) the starting point of each segment as defined by the highway post mile markers. (See EPM)

**CAPACITY ENHANCEMENTS**: are new facilities projects and operational improvements, which add through lanes.

**CBD**: (Central Business District) is the downtown core area of a city, generally an area of high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and service businesses.

**CEQA:** (Califomia Environmental Quality Act) is a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development or project. A 1970 law, which requires those state agencies, regulate planning and development activity, with major consideration for environmental protection. The basic purposes of CEQA are to:

a. Inform governmental decision-makers and the public about the potential significant environmental effects of a proposed planning or development activity,
b. Identify ways environmental damage can be avoided or significantly reduced (mitigation),
c. Prevent significant, avoidable environmental damage by requiring changes in projects through the use of alternative measures when those measures are feasible, and,

d. (Overriding consideration) Disclose to the public the reasons why a governmental agency approved a project in the manner the agency chose if significant environmental effects are involved.

**CEQA REVIEW**: is the review of environmental and other documents pursuant to CEQA Statutes & Guidelines.

**CIP:** (Capital Improvement Program) is a seven year program of projects to maintain or improve the traffic level of service and transit performance standards developed and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation related vehicle emissions air quality mitigation measures.

**CMA:** (Congestion Management Agency) is the agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation .

**CMS:** (Congestion Management System) is required by ISTEA to be implemented by states to improve transportation planning.

**CMP**: (Congestion Management Program) is an integrated approach to programming transportation improvements. This approach requires detailed consideration of the complex relationships among transportation, land use and air quality.

**CO:** (Carbon Monoxide) is an odorless, poisonous, flammable gas that is produced when carbon burns with insufficient oxygen.

**COG:** (Council of Govemments) is a voluntary consortium of local government representatives, from contiguous communities, meeting on a regular basis, and formed to cooperate on common planning and solve common development problems of their area. COGs can function as the RTPAs and MPOs in urbanized areas.

**CONCEPT:** is a strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

**CONCEPT FACILITY:** is a highway facility type and characteristics considered viable with or without improvement within the 20 year planning period given financial, environmental, planning and engineering factors.

**CONCEPT LOS:** is the highest and best level of service that can be attained by the end of the 20 year planning period based on the Concept Facility. The urban standard is "E" and the rural standard is "D".

**CONGESTION:** is defined by Caltrans as, reduced speeds of less than 35 mile per hour for longer than 15 minutes.

**CTC:** (Califomia Transportation Commission) is a body established by Assembly Bill 402 (AB 402) and appointed by the Governor to advise and assist the

Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for transportation.

**D/C:** (Demand Capacity Ratio) is the relationship between the demand for vehicle trips on a facility, versus the number of vehicle trips that can be accommodated on that facility.

**DSMP:** (District System Management Plan) is a part of the system planning process. A district's long range plan for management of transportation systems in its jurisdiction.

**EPM:** (Ending Postmile) the ending point of each segment as defined by the highway post mile markers. (See BPM)

**FREEWAY CAPACITY**: is the maximum sustained 15 minute rate of flow that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in a specified direction.

**FTIP**: (Federal Transportation Improvement Program) also referred to as the TIP. This is a short-range action plan to the long range RTP. It identifies specifically what projects will be funded within the next 3 - 7 years.

**FUNCTIONAL CLASSIFICATION**: Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterial Roads, Collector Roads, Local Roads.

**HCM**: (Highway Capacity Manual) revised in 1994 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (see Level of Service) of transportation systems as freeways, arterial, transit, and pedestrian facilities.

**HSR:** (High Speed Rail) are trains that operate at 125 MPH or above.

**HOT**: (High Occupancy Toll) are new HOV lanes that allow single occupant vehicles access for a fee.

**HOV**: (High Occupancy Vehicle) are a lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis and carpools.

**IRRS**: (Interregional Road System) is a series of Interregional state highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions.

**ISTEA**: (Intermodal Surface Transportation Efficiency Act) Federal legislation and funding Program adopted in 1991. It provides increased funding and program flexibility for multimodal transportation programs. Update: ISTEA expired on September 30, 1997. In December 1997, Congress passed and the President

signed a six-month extension of the law, holding funding to current levels and keeping program structure and formulas intact. This extension expired on March 31, 1998, with an obligation deadline of May 1, 1998. On June 9, 1998, the President signed into law PL 105 178, the Transportation Equity Act for the 215 Century (TEA 21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA 21 builds on the initiatives established in the 1991 ISTEA.

**ITSP:** (Interregional Transportation Strategic Plan) describes and communicates the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP). It also identifies how Caltrans will work with regional agencies to consult and seek consensus on the relative priority of improvements. The plan is evaluated in terms of its progress in carrying out its objectives, strategies and actions and updated accordingly on a biennial basis.

**LOCAL AND REGIONAL LOS STANDARDS**: identifies the level of service standards set by local and regional jurisdictions in general plans and congestion management programs.

**LOS:** (Level of Service) is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS A represents free flow, LOS F represents gridlock.

**MODEL, MODE CHOICE:** is a model used to forecast the proportion of total person trips on each of the available transportation modes.

**MPO:** (Metropolitan Planning Organization) according to U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for the transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government.

**MTA**: Metropolitan Transportation Authority (Metro Bus Lines) is a network of subways, busses, and railroads providing alternate transportation services to travelers.

**NTN**: (National Truck Network)

**MTP**: (Metropolitan Transportation Plan)

**MULTI MODAL**: Pertaining to more than one mode of travel

**NATURAL DIVERSITY INFORMATION**: identifies special status of habitats and species found within 300 meters of centerline of the existing highway facility.

**NHS:** (National Highway System) consist of 155,00 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all Interstate routes, a large

percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

**OZONE:** ($O_3$) a form of oxygen with a peculiar odor suggesting that of weak chlorine, produced when an electrical spark is passed through air or oxygen.

**PEAK:** (Peak Period, Rush Hours): is defined as follows:

- The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.
- The period during which the demand for transportation service is the heaviest. (AM Peak period represents 6:30 a.m. to 8:30 a.m. and PM Peak period represents 3:00 p.m. to 6:00 p.m.)

**PM**: (Post Mile) is the mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

**PM10:** is particulate matter with a diameter of 10 microns or less.

**PM2.5:** is particulate matter with a diameter of 2.5 microns or less.

**PKm**: (Post Kilometer) is the mileage measured in kilometers from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

**PSR**: (Project Study Report) is the pre-programming document required before a project may be included in the STIP.

**RIP**: Regional Implementation Plan

**RTIP**: (Regional Transportation Improvement Program) is a list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the FCR and Urban and Commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMAs in urbanized counties), then evaluated and prioritized by the RTPA for submission to the CTC. The RT1P has a seven-year planning horizon, and is updated every two years.

**RTP:** (Regional Transportation Plan) is a comprehensive 20 year plan for the region, updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

**RTPA**: (Regional Transportation Planning Agency) is the agency responsible for the preparation of RTPs and RTIPs and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation cornmissions, COGs, MPOs or statutorily created agencies.

**RURAL**: Used to describe areas lying outside the U. S. Census urban area boundary, less than 2,500 population (less than 5,000 population for Federal-Aid highway purposes).

**SACOG**: (Sacramento Area Council of Governments) is the Regional Planning Agency for the Sacramento Region, and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP) for Sacramento, Sutter, Yolo and Yuba counties.

**SHOPP**: (State Highway Operation and Protection Program) is a four-year program limited to projects related to State highway safety and rehabilitation.

**SIP**: State Implementation Plan

**SR:** (State Route) are highways within the state, which are distinctively designed to serve intrastate and interstate travel.

**SRTD:** (Sacramento Regional Transit District)

**SRTP:** (Short Range Transit Program) is a five year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives, analyze current and past performance, and describe short-terrn operational and capital improvement plans.

**STIP:** (State Transportation Improvement Program) is a list of transportation projects, proposed in RTIP and the PSTIP, which are approved for funding by the CTC. The STIP has two main funding components: the RIP and the IIP. Currently, after SB 45 the STIP was changed form a 7 year action plan to an interim 6 year plan. At the year 2000 and thereafter, the STIP will be a 4 year plan with updates every two years.

**STRAHNET**: (Strategic Highway Corridor Network)

**TASAS:** (Traffic Accident Surveillance and Analysis System) is a system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps or intersections in the State Highway System. Accidents can be selected by location, highway characteristics, accident data codes and combinations of the above.

**TCR:** (Transportation Concept Report) is a Route Concept Report (RCR) that analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies modal transportation options and applications needed to achieve the twenty year concepts.

**TOT/MVM**: (Total Accidents Per Million Vehicle Miles)

**TRAFFIC CONDITIONS**: are any characteristics of the traffic stream that may affect capacity or operations, including the percentage composition of the traffic

stream by vehicle type and driver characteristics (such as the differences between weekday commuters and recreational drivers).

**TRAFFIC FORECAST:** Is a best estimate of the future conditions, demand and resulting volumes. A forecast also identifies whether or not the subject segment of a route is designated as being part of a system. National Highway System (NHS), Interregional Highway System (IRRS), Freeway/Expressway System, Scenic Highway, National Truck Network, Terminal Access Route for the National Truck Network, Strategic Highway Network (STRAHNET), Highways of Regional Significance.

**TSM:** (Transportation System Management) is that part of the urban transportation Process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

**URBAN**: is that area lying inside the U. S. Census urbanized boundary.

**UTPS**: (Urban Transportation Planning System) is a tool for multimodal transportation planning developed by the Urban Mass Transportation Administration (now the Federal Transit Administration) and the Federal Highway Administration. It is used for both long and short-range Planning, particularly system analysis and covers both computerized and manual planning methods. UTPS consists of computer programs, attendant documentation, user guides and manuals that cover one or more of five analytical categories: highway network analysis, transit network analysis, demand estimation, data capture and manipulation, and sketch planning.

**V/C:** (Volume/Capacity) is defined, as V/C is a ratio of number of vehicles operating to capacity for a traffic facility.